DRAFT PURPOSE AND NEED

1.1 STUDY BACKGROUND

The Northern New England High-Speed Rail Corridor is one of ten federally designated high-speed rail corridors in the United States. The Boston-to-Montreal corridor was designated by U.S. Transportation Secretary Rodney E. Slater on October 11, 2000 as part of the "Northern New England Corridor," which included a hub at Boston and two spokes: one to Montreal, Quebec, via Concord, New Hampshire, and the other to Portland/Lewiston-Auburn, Maine. The Inland Route (the rail line connecting Boston-Springfield-New Haven) was added to the Northern New England High-Speed Rail Corridor designation along with the rail line between Springfield, Massachusetts and Albany, New York in the Consolidated Appropriations Act, 2005 (PL 108-447) on December 8, 2004.

1.1.1 Corridor Definition

The original federally-designated alignment for the Boston-to-Montreal corridor consisted of a route from Boston north to Concord, New Hampshire, White River Junction, Vermont and continuing northwesterly across Vermont to the Canadian border and terminating in Montreal. An initial study for this alignment was completed in April 2003 and FRA approved a grant for a subsequent, more detailed study effort for this alignment on September 10, 2003. However, at the conclusion of the study, the State of New Hampshire stopped participation in continued planning efforts related to a Boston to Montreal service. This action halted further consideration of the Boston to Montreal corridor through this route.

Subsequent to New Hampshire's decision, the states of Massachusetts and Vermont remained interested in considering alternatives for intercity passenger rail connections from Boston to Montreal. Thus, when the federal Public Law 108-447 of 2004 expanded the Northern New England High-Speed Rail Corridor from Boston to Springfield, Massachusetts, Vermont suggested to FRA that a logical alternative for Boston to Montreal service would be from Springfield to White River Junction using existing rail lines. The existing rail lines consist of the Pam Am Railway line from Springfield to East Northfield, Massachusetts, known as the Knowledge Corridor, and the New England Central Railroad segment from East Northfield to White River Junction. The remainder of the route to Montreal is as proposed in the previous 2003 Boston to Montreal study. FRA determined the revised route to be a logical route change to facilitate consideration of passenger rail options from Boston to Montreal.

With this revised alignment for potential Boston to Montreal service, the existing rail lines of the Northern New England High-Speed Rail Corridor between Boston and Springfield could be utilized by both the Inland Route corridor service, as well as Boston-to-Montreal passenger rail service. This study will thus evaluate the options for passenger rail services along these routes, considering them as a consolidated Corridor. The name *Northern New England Intercity Rail Initiative (NNEIRI)* will used to facilitate identification of the study effort and the encompassing Corridor.

1.1.2 Leveraging Investments in a Regional Framework

In 2009 a framework was created for improving high speed and intercity rail in New England. This framework, known as the *New England Vision for High Speed and Intercity Passenger Rail*, resulted from a collaborative effort of the New England states to improve the railroad network connectivity within the region. The vision seeks to develop a safe and efficient passenger rail system seamlessly linking every major city in New England with smaller cities and rural areas, as well as an international connection to Montreal to provide a foundation for economic competitiveness and promote livable communities. It includes faster and more frequent rail service that promotes energy efficiency and environmental quality by providing alternative transportation choices while also enhancing the movement of rail freight throughout the region.

Significant infrastructure improvements to the existing rail line have been made or are under active exploration. These improvements are consistent with the *New England Vision for High Speed and Intercity Passenger Rail*. The total expenditures are nearly half a billion dollars and are a combination of both public and private investments. Major elements of investments include the following:

- New Haven, Connecticut is the focus of the New Haven-Hartford-Springfield (NHHS) High-Speed Intercity Passenger Rail (HSIPR) Project headed by the Connecticut Department of Transportation, with FRA as the lead federal agency. The proposed capacity, reliability, and safety improvements along the NHHS corridor, which are being funded in part by the FRA's HSIPR Program, will facilitate an increase in the maximum train speed to 110 miles per hour (mph), reduce scheduled travel times, and reduce conflicts with freight trains that share the tracks.
- The Vermont segment of the Corridor that is currently used for the Amtrak *Vermonter* service has been improved through a program of track upgrades funded through the HSIPR program.
- Track and related improvements for the Knowledge Corridor between Springfield and East Northfield, Massachusetts, are currently underway and will facilitate restoration of passenger service through Northampton and Greenfield, Massachusetts.

These rail investments and those of the NHHS will enhance operation of the current *Vermonter* throughout its route from New Haven, Connecticut to St. Albans, Vermont.

By utilizing existing rail infrastructure in the Corridor, much of which will have already been upgraded through a series of separate improvement projects, the NNEIRI will evaluate options to advance the vision of improved regional connectivity by maximizing use of previous regional rail investments.

1.2 PURPOSE

The Purpose of the NNEIRI is to address the lack of intercity transportation choices in New England, particularly between major cities and the smaller cities and rural areas of the northern region. A potential increase in the use of passenger rail is not being considered as a replacement for other transportation alternatives such as auto, bus, and air. Rather enhancing passenger rail service is being considered as a means to increase additional travel choices for travelers in the identified travel markets in a manner that is supportive of the environmental and economic development goals of the region. As noted in Section 1.1, the existing rail routes that comprise the NNEIRI are the result of stipulations contained in Congressional legislation of Public Law 108-447 in Section 154[1] and previous regional planning activities. Thus, the Purpose for this project is focused on analyzing the additional passenger rail options for the pre-defined Corridor in a manner that seeks to capitalize on the use of the considerable existing and pending public and private investments in the Corridor. The alternatives developed within the study will need to be capable of creating a competitive rail transportation alternative to existing automobile, bus, and air travel service through more frequent and higher speed intercity passenger rail service.

1.3 NEED

The Need for the Study stems from the recognition of benefits that could accrue to the region's economy and livability from improved connections across and between the New England states. The Corridor has a wide variety of economic engines that are geographically disbursed and improved transportation connections would be of great benefit to its residents and employees, as well as visitors traveling through the area. Additionally demand for transportation in the Corridor is trending away from auto travel and more towards alternative forms of travel. When coupled with demographic changes, research indicates these trends are likely to continue. Improvements and expansion of intercity rail services would enhance options for the mobility and connectivity that is needed in the Corridor for the region to grow and prosper.

1.3.1 Economic Opportunity

In the global economy, regions across the country and the world are continually searching for ways to become or remain economically strong. The New England region has many attributes that support its strong economic position that include a rich social and cultural history, prestigious academic and research institutions, well-educated and diverse workforce and a mix of urban, suburban and rural population centers located in close proximity to the region's major economic centers. Ensuring effective connectivity between the region's population bases and its economic centers is a critical aspect toward maintaining its economic strength.

The following sections identify some attributes of the Corridor that would be enhanced by improved connectivity resulting from expanded intercity rail service. These include the varied rate of employment and skill level of employees, the size and impact of the tourism sector, and the size and location of colleges and universities in the corridor, a population that has shown a preference to travel by rail.

Job Access

Connectivity between job centers and specialized employment clusters is a key consideration of the NNEIRI study. Through connectivity improvements provided by services envisioned for the NNEIRI Corridor, residents will have easy, convenient and affordable access to major job centers which is attractive to today's workforce that often uses a combination of telecommuting with periodic travel to an office hub via intercity passenger rail.

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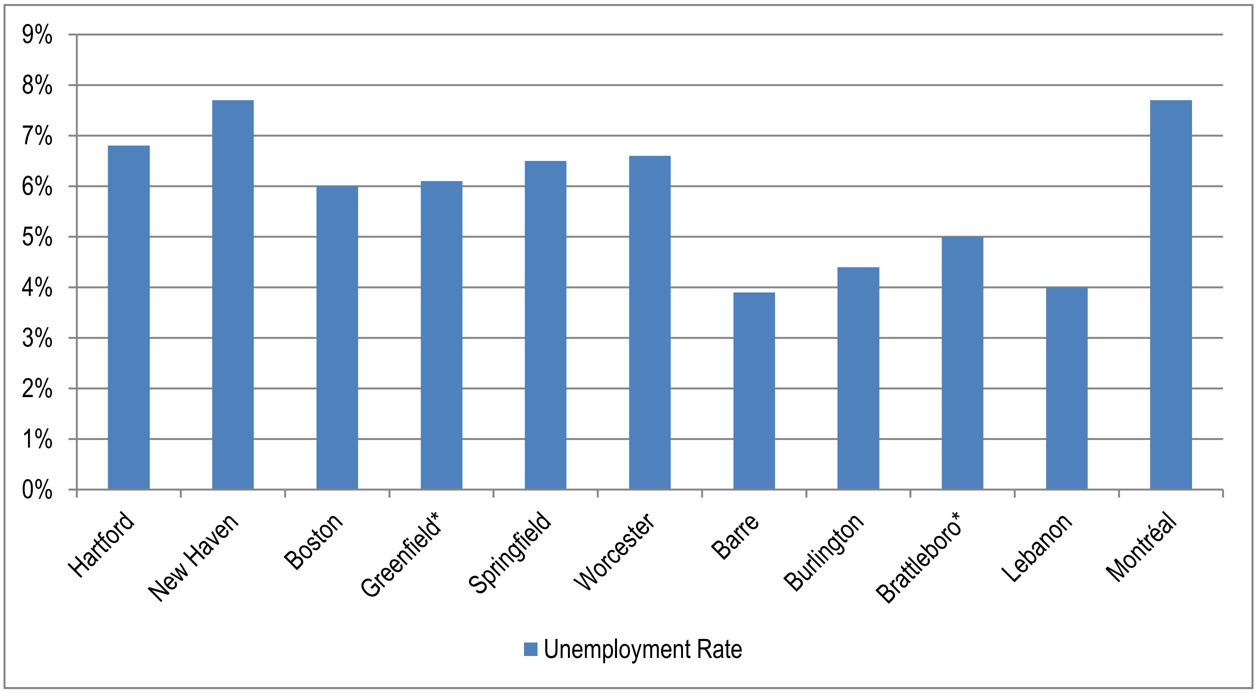
[1] Public Law 108-447, Section 154 passed into law December 8, 2004 states in part that "The Northern New England High Speed Rail Corridor is expanded to include the train routes from Boston, Massachusetts, to Albany, New York, and from Springfield, Massachusetts, to New Haven Connecticut."

Access to wider employment markets is especially important in New England, where unemployment rates may vary considerably between metropolitan regions. Despite six-plus years of recovery after the 2007-2009 Recession, the unemployment rate remains high in several of the metropolitan areas along the Corridor, shown in Figure 1.1. This is especially true in New Haven, Connecticut and in Montreal, Quebec, where the unemployment rates are above 7.5 percent.

Figure 1.1 Unemployment Rates of the Metropolitan Areas along the Intercity Rail Service



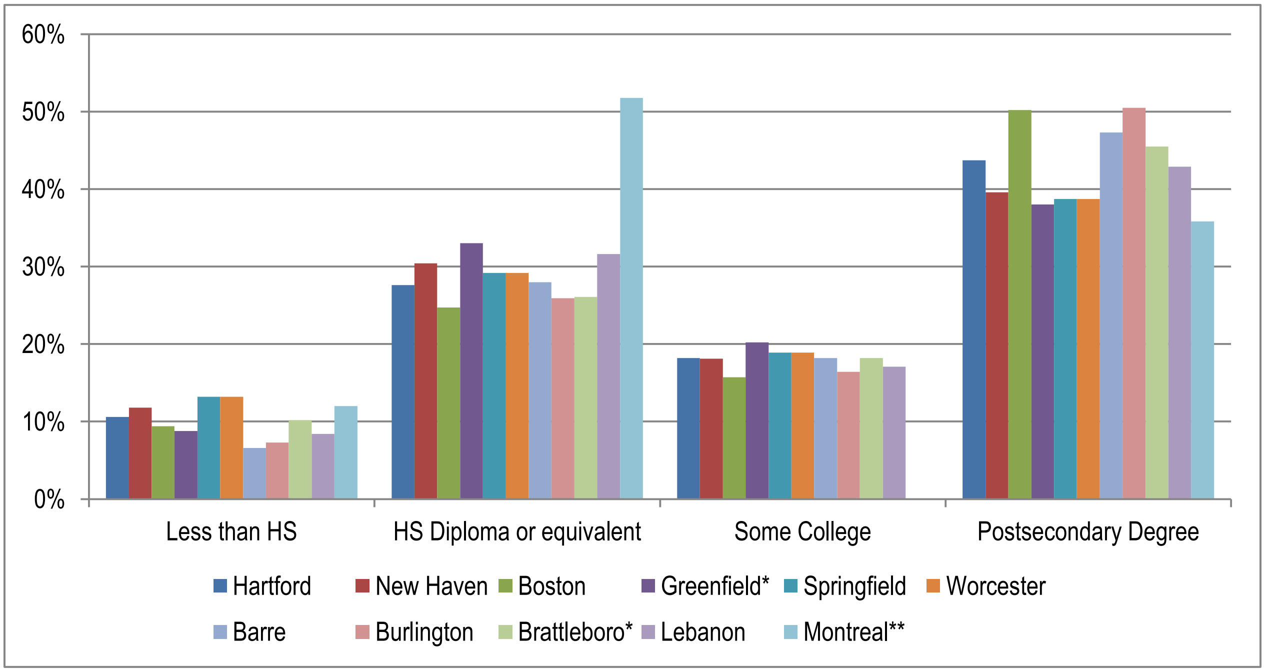
Sources: 2010-2012 American Community Survey 3-Year Estimates, 2007-2011 American Community Survey 5-Year Estimates, National Household Survey 2011

**Unemployment rates are shown for each Corridor metropolitan area (Northampton, MA is part of Springfield, MA metropolitan area, White River Junction, VT is part of Lebanon, NH metropolitan area). Since Brattleboro, VT and Greenfield, MA are not included in any metropolitan area, the cities' unemployment rate was included.*

Highly skilled or educated employees are more likely to travel further for work for which they are already trained. Figure 1.2 shows the percent of people 25 and older who fall into each level of education in every metropolitan area along the Corridor. In Greenfield, Massachusetts, 38 percent of people have a postsecondary degree, which is the lowest out of all US metropolitan areas and cities along the Corridor. Montréal, Quebec is even lower, at 36 percent, however, due to variances in educational standards, some of the Canadians listed as having a high school diploma or equivalent actually have more years of education than US students who fall into the same category.

Improved rail service will also expand the talent pool for potential employers. For example, AMTRAK's successful Downeaster service (located along a separate branch of the Northern New England High Speed Rail Corridor) provides mobility options for residents throughout eastern New Hampshire and southern Maine to job centers in the metropolitan Boston area, and is especially attractive for positions that do not require daily travel to an office hub.

Figure 1.2: Percent of People 25 and Older with a Given Level of Education within Each Metropolitan Area



Sources: American Community Survey, 2010-2012; American Community Survey 2007-2011; National Household Survey, 2011, Statistics Canada

**Corridor cities not in a metropolitan area are identified with an asterisk.*

***Canada's formal school structure differs from the US, making direct comparisons inappropriate. Montréal only reports the highest degree earned for 25 to 64 year olds. Students who would be considered "Some College" in the US fall into "HS Diploma or Equivalent" instead.*

Additionally, the NNEIRI Corridor will provide connectivity to specialized employment clusters in New England which include strong financial, academic, consulting, medical, and scientific communities, where collaboration and personal connections are instrumental. Boston, Worcester, Springfield, and New Haven all have large and diverse medical research and education centers. The proposed NNEIRI services will enable individuals from these institutions to physically connect at conferences, research, and employment events in a timely and cost-effective way, even during the challenging winter season when travel is frequently impacted by weather events. Similarly, it provides another avenue of access between those of similar professions from beyond the region to enhance productive collaboration.

Education

The NNERI Corridor is proximate to numerous institutions of higher education with nearly 1 million students, as shown in Table 1.1. The majority of students in the region are based in the Boston, Montréal, and Hartford metropolitan areas, making travel by rail a viable, cost-efficient and timesaving option over driving or flying.

Table 1.1: Number of Higher Education Students in Each Metropolitan Area.

Metro Area	Number of College Students
Boston	432,706
Worcester	61,425
Springfield	74,174
Greenfield*	819
Brattleboro*	374
Lebanon	14,965
Barre	4,572
Burlington	24,659
Montréal**	>196,076
Hartford	103,335
New Haven	68,669
Total	**>981,774**

Sources: 2010-2012 American Community Survey 3-Year Estimates, 2007-2011 American Community Survey 5-Year Estimates

**Corridor cities not in metropolitan areas are identified separately.*

***This number is the sum of total students reported at each of the seven schools mentioned in Table 1.4.*

Table 1.2 shows the number of higher education institutions within each metropolitan area along the Corridor. Over 190 schools exist in metropolitan areas along the Corridor. Improvements to the intercity rail service would increase both faculty and students' ability to travel to/from campuses.

Table 1.2: Number of Higher Education Institutions within Corridor Metropolitan Areas

Metro Area	Number of Colleges
Boston	78
Worcester	15
Springfield	20
Greenfield	2
Brattleboro	6
Lebanon	4
Barre	5
Burlington	8
Montréal*	>7
Hartford	26
New Haven	19
Total	**190**

Source: National Center for Education Statistics, Institute of Education Sciences, U.S. Department of Education

**No source on the number of colleges was found. A Google search was utilized to identify major college/universities.*

Tourism

Tourism is an important driver of the NNEIRI region's economy. Billions of dollars are spent by tourist-related activities annually in Massachusetts, Vermont, New Hampshire, Québec, and Connecticut as shown in Table 1.3. Tourism also supports tens of thousands of jobs in each state/province. The number of jobs by area ranges from a high in Québec of 134,600 to 37,910 tourist related jobs in Vermont.

Table 1.3: Expenditure and Jobs from Tourism in Each State/Province*

State/ Province	Expenditure (billions)	Tourism Jobs
Massachusetts	$15.5	121,700
Vermont	$1.7	37,910
New Hampshire	$4.2	61,821
Québec	$6.6	134,600
Connecticut	$8.0	110,000
Total	**$36.0**	**356,031**

Source: Connecticut Commission on Culture & Tourism; Massachusetts Office of Travel and Tourism 2011 Annual Report; Vermont Tourism Industry Fact Sheet – 2011; Economic Impact, Tourism, Portrait of Québec

** Connecticut data is from FY2008, Québec data is from CY2009, Massachusetts data is from CY2010 and New Hampshire and Vermont data are from FY2011.*

Tourism-sector jobs are important components of metropolitan area economies as well, as profiled in Table 1.4. Table 1.4 shows the percent of jobs within each metropolitan area that are in the arts, entertainment, recreation, lodging and food services industry. With eight to eleven percent of all jobs in the region’s metropolitan areas directly or indirectly linked to this industry, encouraging more people to travel within the region is vital to maintaining and increasing these jobs. Improvements to the intercity rail service will make it easier for leisure travel within the region, particularly for senior or disabled travelers, and international tourists who are unfamiliar with American roadways, but often used to and comfortable with rail travel.

Table 1.4: Percent of Jobs in Arts, Entertainment, Recreation, and Accommodation and Food Services within Each Metropolitan Area

Metro Area	Percent of Jobs
Boston	9%
Worcester	8%
Springfield	8%
Greenfield*	11%
Brattleboro*	9%
Lebanon	11%
Barre	8%
Burlington	10%
Montréal	9%
Hartford	8%
New Haven	8%

Source: American Community Survey, 2010-2012; American Community Survey 2007-2012; National Household Survey, 2011, Statistics Canada

**Corridor cities not in metropolitan areas are identified separately.*

1.3.2 Population and Demographics

In the 2000s, the population of the New England region increased at a rate significantly slower than the rest of the United States, increasing 3.8% between 2000 and 2010. However, in a similar time frame, 1997 to 2012, ridership on AMTRAK lines serving New England increased by 71%, with even higher gains were seen in specific metropolitan areas. Metropolitan Boston, for example, saw a 211% increase in Amtrak ridership from 1997 to 2012. AMTRAK's robust growth in New England is largely the result of changing transportation preferences coupled with significant service improvements and expansion in the region.

Changing transportation preferences

Nationally, AMTRAK ridership increased from 20.5 million in Fiscal Year (FY) 2000 to 31.6 million in FY 2013, a growth rate of 50% and a faster rate than any other travel mode during the same period.[2] In New England, rail ridership outpaced national averages. For example, ridership on the Downeaster service between Boston, Massachusetts and Portland, Maine, ridership grew 123% between 2005 and 2013.[3] Despite relatively slow population growth, New Englanders have increasingly begun to favor rail transportation. Table 1.5 details the change in AMTRAK ridership between 1997 and 2012 in New England's largest metropolitan areas.

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[2] Szabo, Joseph. "Amtrak ridership breaks 10th record in 11 years." United States Department of Transportation, October 22, 2013, http://www.dot.gov/fastlane/amtrak-ridership-breaks-10th-record-11-years

[3] Ibid.

Table 1.5 Change in AMTRAK Ridership in New England Metropolitan Areas*

Census Defined Metropolitan Area	1997 Ridership	2012 Ridership	Percent Change
Bridgeport-Stamford-Norwalk, CT	232,447	478,149	+106%
Boston-Cambridge-Quincy, MA-NH	1,018,297	3,167,716	+211%
Hartford-West Hartford-East Hartford, CT	236,047	299,163	+27%
New Haven-Milford, CT	276,021	808,300	+193%
Providence-New Bedford-Fall River, RI-MA	368,117	874,436	+138%
Springfield, MA	134,766	156,550	+16%
Worcester, MA**	15,667	8,900	- 43%
Total Ridership	**2,281,362**	**5,793,214**	**+154%**

Source: Brookings Institution, 2013

**Data for Ridership in other New England Metro Areas not available*

***Worcester ridership decline is likely due to the introduction and improvement of the MBTA Commuter Rail Service between Worcester and Boston*

Accommodate populations with high reliance on non-auto/public transit

Communities on or in close proximity to the NNEIRI Corridor have significant populations without access to personal vehicles. Households without access to vehicles are likely to be reliant on transit, intercity rail and bus, walking, and biking for transportation. Thus, in communities with high-percentages of households without personal vehicles, improved rail is imperative for mobility and economic competitiveness. Table 1.6 profiles cities and towns on the Corridor with non-vehicle households above the national average (9.2%)

Table 1.6 Corridor Cities and Towns with High Percent Households Car-Free*

City/Town	Percent of Households
Boston, MA	34%
Cambridge, MA	31%
Worcester, MA	15%
Springfield, MA	21%
Holyoke, MA	21%
Northampton, MA	12%
Greenfield, MA	11%

City/Town	Percent of Households
Brattleboro, VT	14%
Windsor, VT	11%
Hartford (White River Junction), VT	6%
Montpelier, VT	12%
Burlington, VT	15%
St. Albans, VT	14%
Hartford, CT	32%
Meriden, CT	12%
New Haven, CT	27%
United States	**9.2%**

Source: American Community Survey, 2009-2011
**Montreal statistics not available*

Accommodate Population and Demographics Changes

Despite being a slow growing region generally, New England has certain regions and demographic segments that are changing quickly. Demographic groups that are seeing significant change include fast growing urban populations and the elderly, both of whom are more likely to need alternatives to cars.

Key cities and urban centers in the Corridor are rapidly growing, as preferences for urban living increases. The City of Boston, for example, grew by an estimated 3% between 2010 and 2012, or a 15% ten year growth rate.[4] Similarly, Cambridge, Newton, Worcester, Springfield, Hartford, and New Haven saw positive growth rates during this period. With housing and employment location preferences changing to favor cities and urban living, growth in areas with existing public transit, walkable streets, and density is likely to continue. Thus, reliance on public transit will also necessitate better intercity rail connections between cities.

By 2030, the Census Bureau projects that the New England states will see a dramatic change in the general age of its population with the percent of residents over 65 rising significantly. While population aging is occurring across the country and around the world, New England's average population is older than, and aging more rapidly than, the U.S. average. An older population will experience a decrease in mobility and have a higher reliance on alternative means of transportation.

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[4] U.S. Census 2012 Estimate

As shown in Table 1.7, between 2000 and 2030, the population of individuals aged 65 years and over in Massachusetts, Vermont, New Hampshire, and Connecticut is projected to increase by 79 percent during the 30 year period.

Table 1.7 Population 65 Years of Age and Over (Total Population and Percent of Population)

State	2000	2030	Percent Change
Massachusetts	860,162 (13.5)	1,463,110 (20.9)	70.1
Vermont	77,510 (12.7)	173,940 (24.4)	124.4
New Hampshire	147,970 (12.0)	352,786 (21.4)	138.4
Connecticut	470,183 (13.8)	794,405 (21.5)	69.0
Quebec*	959,820 (13.2)	2,000,000 (20.0)	107.0
Total	**2,515,645 (13.4)**	**4,784,241 (21.3)**	**90.1**

Source: Population Pyramids and Demographic Summary Indicators for States, retrieved on Nov. 11, 2013, http://www.census.gov/population/projections/data/statepyramid.html; Statistics Canada, http://www12.statcan.ca/english/census01/products/standard/prprofile/prprofile.cfm?G=24, retrieved December 16, 2013. Institut de la statistique du Québec. (2009a) Perspectives démographiques du Québec et des régions, 2006-2056 édition 2009, Institut de la statistique du Québec, 133 p

**Quebec Statistics date from the 2001 Canadian Census and the Quebec Institute of Statistics 2031 projections; numbers are approximate*

1.3.3 Travel Demand

The New England region has a relatively diverse intercity transportation network, with extensive rail, expressway, bus, and air connections between major cities. However, most modes are already at or near capacity at during peak-hours, with congestion projected to steadily increase through 2030.

Historically, robust passenger rail options existed throughout New England; however, with the exception of the Springfield to New Haven segment, only one train per day provides intercity service on the NNEIRI Corridor. The decline in passenger rail began in the 1920s with the arrival of the automobile and was exacerbated by the construction of the Interstate Highway System in the mid-20th Century. In the early 21st Century, intercity rail ridership is seeing resurgence in ridership, as changing travel preferences among large segments of the population redefine travel in the United States and AMTRAK, in partnership with States, expands and improves regional passenger rail services.

Introducing additional intercity passenger rail services that connect major urban centers with smaller cities and towns in the region would provide a competitive modal option for travel in the Corridor. The travelling public selects travel modes based on a combination of trip time, cost, and convenience, and travelers are opting for rail where reliable and frequent rail service is available, as opposed to facing the increased congestion and delays of New England highways and airports.

Travel modes available to the public along the Corridor include automobile, air, bus, and intercity passenger rail. The dominant mode of travel in the region remains the automobile. Intercity highway access in the region is provided through Interstates 84, 89, 90, 91, 93, and 95, portions of which are toll roads, as well as a number of state highways. Table 1.8 highlights sample distance, time, and cost between key city pairs. Travel costs were estimated utilizing the federal estimate for fully allocated auto operating costs (includes insurance, maintenance, vehicle depreciation, and fuel) of $.055 per mile, excluding tolls. In addition to travel costs, parking costs represent a substantial expenditure in most of the Corridor cities.

Table 1.8 Sample Distance, Time, and Cost for Key City Pairs

City Pair	Distance (miles)	Time (minutes)	Cost (Excluding Tolls)
Boston to Worcester	43.6	54	$24.19
Boston to Springfield	89.5	90	$49.67
Boston to White River Junction	128	121	$71.04
Boston to Montreal	309	294	$171.49
Boston to Hartford	101	98	$56.05
Boston to New Haven	136	131	$75.48
Springfield to New Haven	64.7	66	$35.90
Springfield to Hartford	27.9	32	$15.48
Springfield to Burlington	211	192	$117.15
Springfield to White River Junction	122	117	$67.71
Springfield to Montreal	305	283	$169.27

Distances calculated utilizing standard Google Maps directions

In addition to the costs and travel time of automobiles, major roadways in metropolitan Boston, Hartford, New Haven, and Montreal have peak-period congestion and capacity issues. The remainder of the Corridor experiences intermittent traffic congestion. Due to environmental concerns, cost, and community resistance, it is highly unlikely significant roadway capacity will be added in the New England region in the foreseeable future.

Air service is currently available between certain major city pairs in the Study Area. Extensive commercial air service is provided in Boston (Logan International Airport), Hartford (Bradley International Airport), Burlington, and Montreal (Montréal–Pierre Elliott Trudeau International Airport). Direct flights between Boston and Montreal and Hartford and Montreal are provided by Air Canada. Scheduled flight times range from 72-82 minutes. Tickets purchased with two weeks advanced notice typically cost over $600 for direct flights; however, indirect flights, were cheaper, costing $361 if purchased in advance, but also increased the journey up to four hours due to layover time. Major airports in the region are experiencing ground transportation related congestion, with anticipated passenger demand expected to further strain capacity. Logan International Airport, for example, anticipated growth from 29 million passengers per year in 2012 to 40 million in 2030.

Intercity bus service is provided between a majority of mid-to-large sized cities, with intermittent service in smaller towns, with numerous public and private bus companies operating on the Corridor. Greyhound Lines provides service through much of the Boston to Montreal Corridor with service as frequent as four trips per day between White River Junction and Montreal. Megabus.com, a subsidiary of Coach USA, is a low-fare express bus service with stops in Boston, Burlington, Hartford, and New Haven. Megbus.com provides one round trip per day between Boston and Hartford, for example, at 9:15 PM, which has a scheduled time of 110 minutes and costs $22 if purchased in advance. In addition to low fares, Megabus.com offers competitive amenities including Wi-Fi service, power ports at each seat, and on-board restrooms.

However, Megabus and similar companies such as BoltBus and Greyhound are subject to the same delays as traditional motor vehicles on New England's congested Interstates and have travel times that are typically incompatible with business traveler's demands.

Intercity rail service from Boston to Springfield and from New Haven to St. Albans is part of Amtrak's existing network operating. There is one round trip per day east-west via the Lakeshore Limited and one round trip per day north and south via the Vermonter. No current service exists between St. Albans and Montreal, due to the challenges associated with cross-border security clearances. Travel time from Boston to Springfield on the current Amtrak service is approximately two hours and 15 minutes and travel time from New Haven to St. Albans is approximately 7 hours and 30 minutes[i]. The typical ticket price for travel from Boston to Springfield is $19, and from New Haven to St. Albans is $55.

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[i] Amtrak Timetable, November 15, 2013 (this will be reduced with re-routing of service slated to begin in late 2014/early 2015)